



LENOXVILLE

URBAN DESIGN OVERLAY
(AMENDMENTS 1 & 2)

NASHVILLE/DAVIDSON COUNTY, TENNESSEE

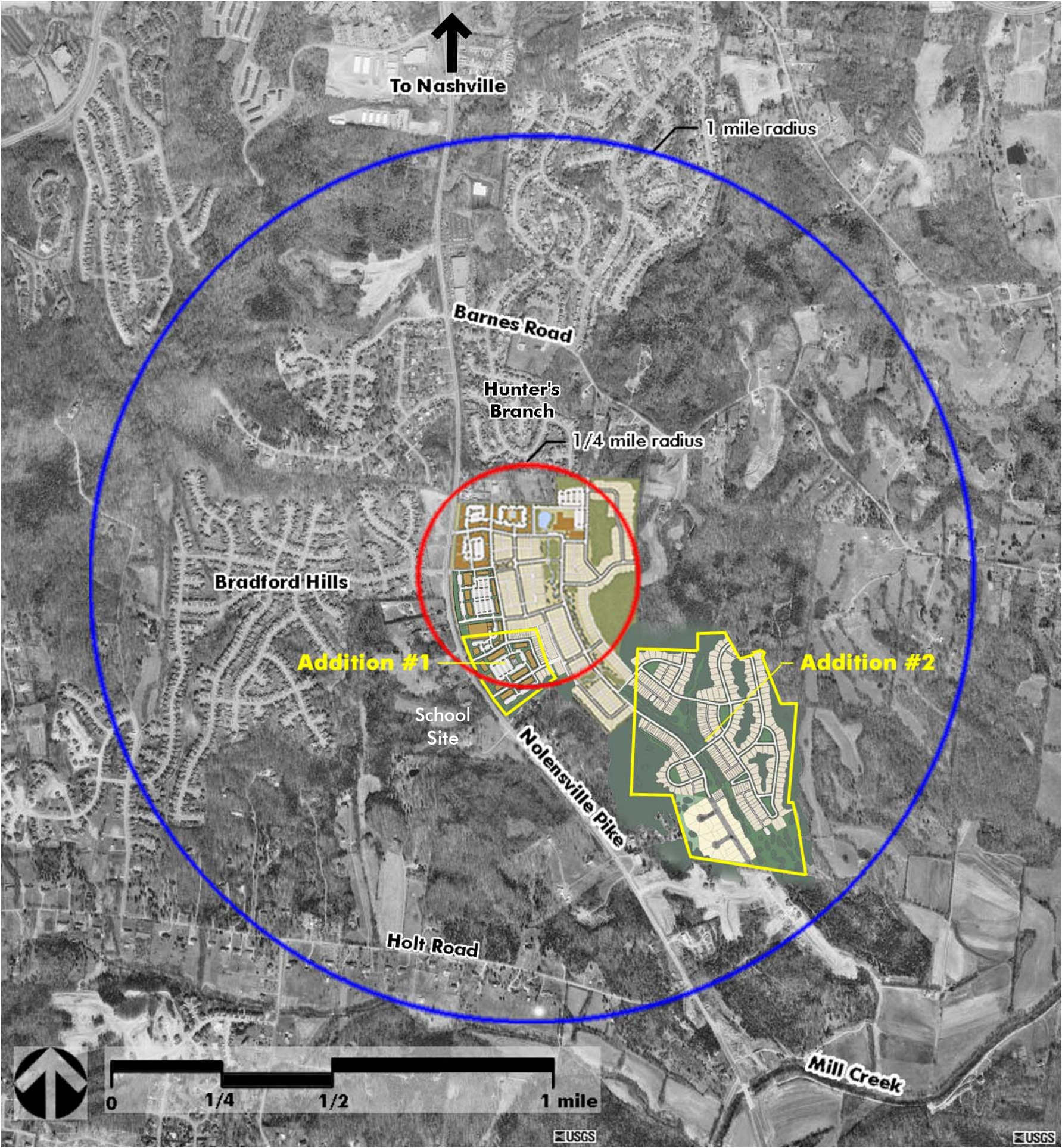
REGENT DEVELOPMENT, LLC

AS ADOPTED WITH AMENDMENTS

LENOX VILLAGE
NASHVILLE, TENNESSEE
REGENT DEVELOPMENT, LLC

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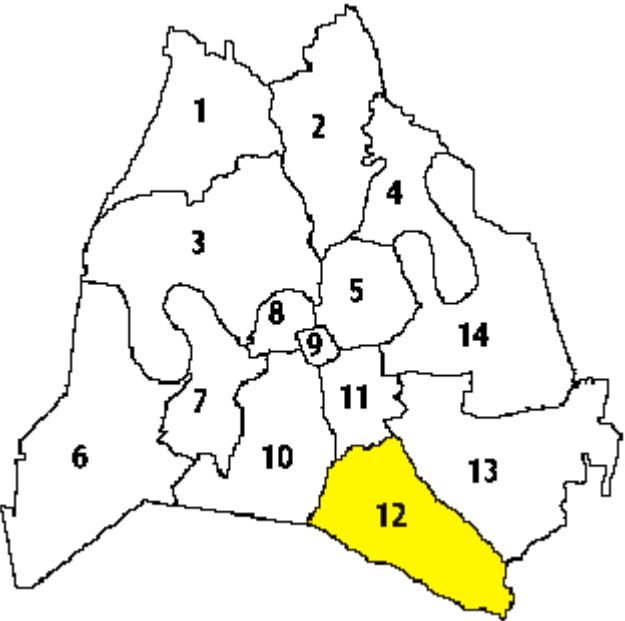


Site Description

Lenox Village is situated on a tract consisting of approximately 207 contiguous acres located within Metro Davidson County's Subarea 12. It is located approximately 1 1/2 miles south of Old Hickory Boulevard on the east side of Nolensville Pike between Barnes Road and Mill Creek and directly across from Bradford Hills Neighborhood. The tract has frontage on Nolensville Pike only, which is classified as a U6 Arterial in the Major Street Plan. Currently, a traffic signal is located at the Nolensville Pike / Bradford Hills Drive intersection. In addition to the Nolensville Road access, Lenox Village has access from the Sugar Valley subdivision and potential access from Barnes Road through future subdivisions to the north.

The site currently consists of two single-family homes, the Lord's Chapel Church and vacant land, previously used for agricultural purposes. Generally, the site is rolling with several large areas of wooded hillside and a farm pond toward the south portion of the site.

For purposes of this document, Addition #1 refers to the 14.06 acres of land along Nolensville Pike at the southern end of the Village Core. Addition #2 refers to the 92.44 acres of land at the southeast end of Lenox Village (see aerial image this page).



Metro / Davidson County Subareas

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Existing signal at Bradford Hills Drive and Nolensville Pike



Existing Northern connection to Nolensville Pike



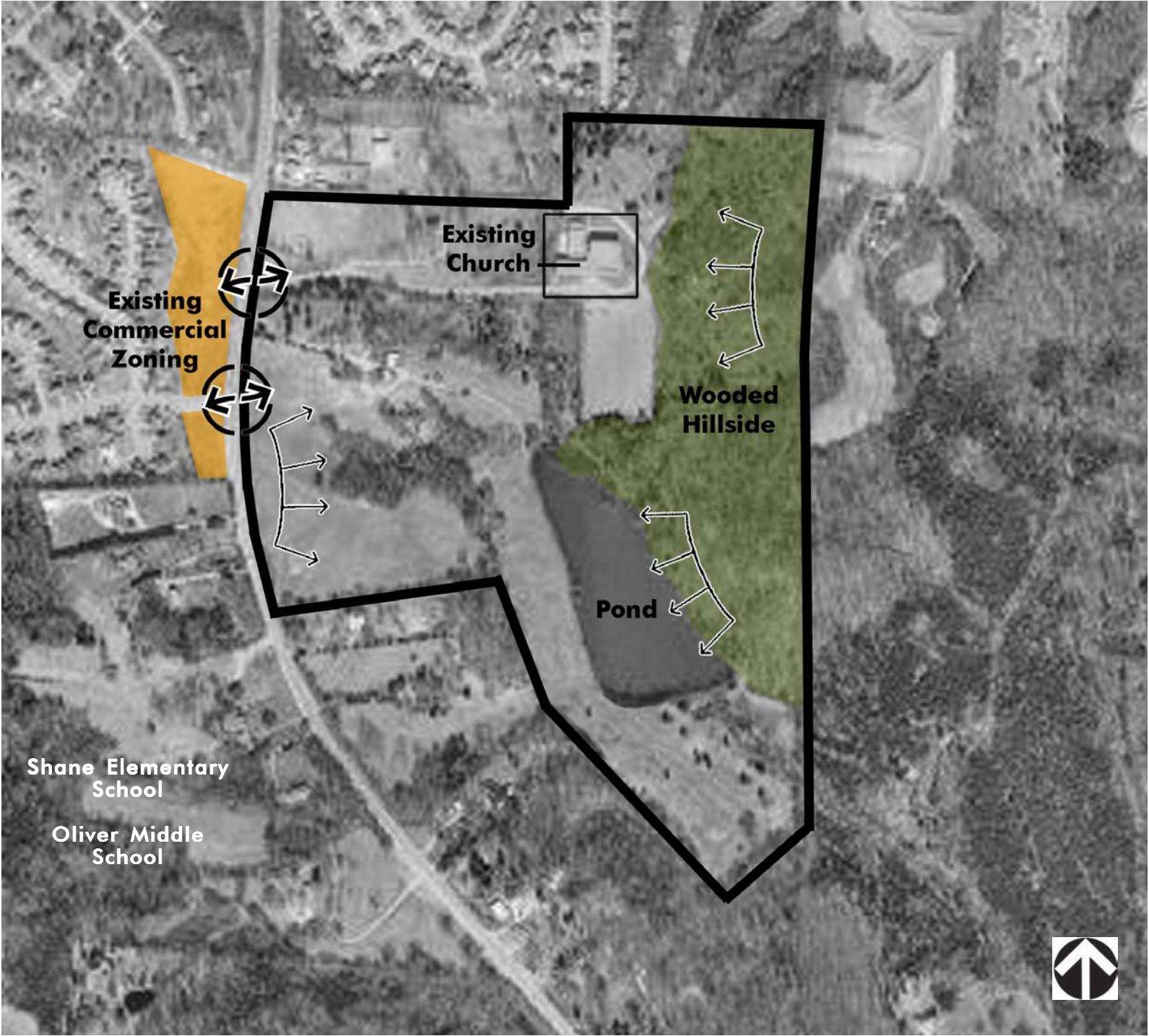
Opportunity to enhance existing natural streamway



Existing man made pond to be restored to natural streamway



View from interior of site West towards Nolensville Pike



Opportunities & Constraints

The entire site has been carefully researched, mapped, walked and analyzed in the planning of the Lenox Village Urban Design Overlay. This analysis not only took into account the natural and man-made features of the site itself, but its relationship to the surrounding properties and neighborhoods, rights-of-way, views and the area as a whole.

The two major form-givers to the site are the wooded hillsides and the stream that feeds the pond. The wooded hillsides create a backdrop for the village to the east, form a buffer between the village and future development to the east, and provide habitat for wildlife. Existing rock outcroppings and large boulders provide opportunities for discovery within this natural sanctuary.

The stream bed acts as a natural focal point from all sides of the site. A tributary to Mill Creek, the stream provides a continuous public amenity with the potential to connect to the planned Mill Creek Greenway. Access and views down to this green spine become a major determinate of the street, lot, and block orientation.

Other key opportunities include:

- sloping topography from Nolensville Pike allows for view corridors across the site to the open spaces and the hillside beyond;
- sloping topography from all directions toward the central stream spine provides a sense of containment within the village;
- tree-lines along fences, property lines, and the stream, along with the wooded hillsides, provide several natural enclosures within the site;
- the existing church is perfectly situated to become a major focal point, a community amenity and a terminus along the stream greenway;
- approximately ¼ mile of frontage on Nolensville Pike allows for multiple access points to the village;
- existing Commercial properties on the West side of Nolensville Pike provide potential for expansion of the UDO and of the village core.

Constraints:

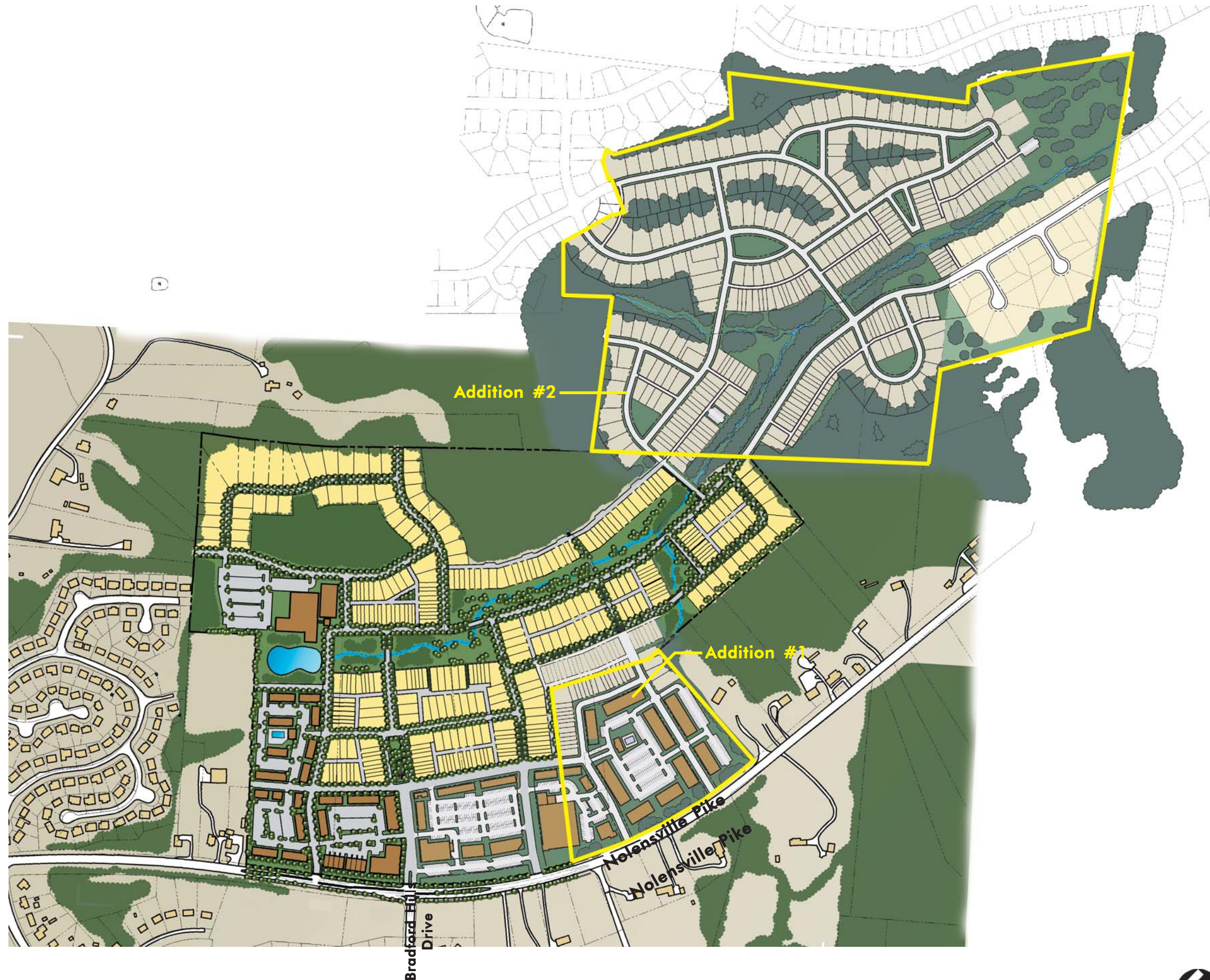
- the existing pond impedes the natural flow downstream and prevents the Nashville Crayfish, an endangered species, from expanding its habitat;
- severe slopes along the hillsides limit development potential;
- Nolensville Pike is currently designed to allow fast moving traffic, not sympathetic to the village concept;
- grade changes along Nolensville Pike will require significant regrading for access to the site.

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Village Concepts

Lenox Village is designed with the following time-tested, traditional planning principles to provide a safe, integrated street network, neighborhood amenities and a sense of community.

- The interconnected street grid provides for dispersion of automobile traffic and multiple access points for emergency vehicles. To the greatest extent possible, blocks have a maximum length of 600 feet.
- Multiple entrances and future street extensions allow for dispersion of automobile traffic and potential connections for future development.
- Alleys provide a place for trash pickup, utilities and parking.
- The Village streets encourage residents to walk by providing sidewalks, street trees and traffic calming techniques such as narrow lanes and parallel parking.
- Both formal and informal open spaces provide a variety of active and passive recreation opportunities for the public and focal points for the community.
- The mixed-use Village Core provides residents with access to neighborhood services without getting on Nolensville Pike.
- The Village Core is situated in such a way that creates convenient automobile access for the entire community while allowing residents from the village and other adjacent neighborhoods to walk to neighborhood retail and services.
- Parking lots within the Village Core occur behind the buildings, allowing for a pedestrian oriented streetscape.
- Diverse residential building types provide housing options with a range of affordability.
- Integrating housing typologies with compatible architectural design gives a sense of community to all residents.

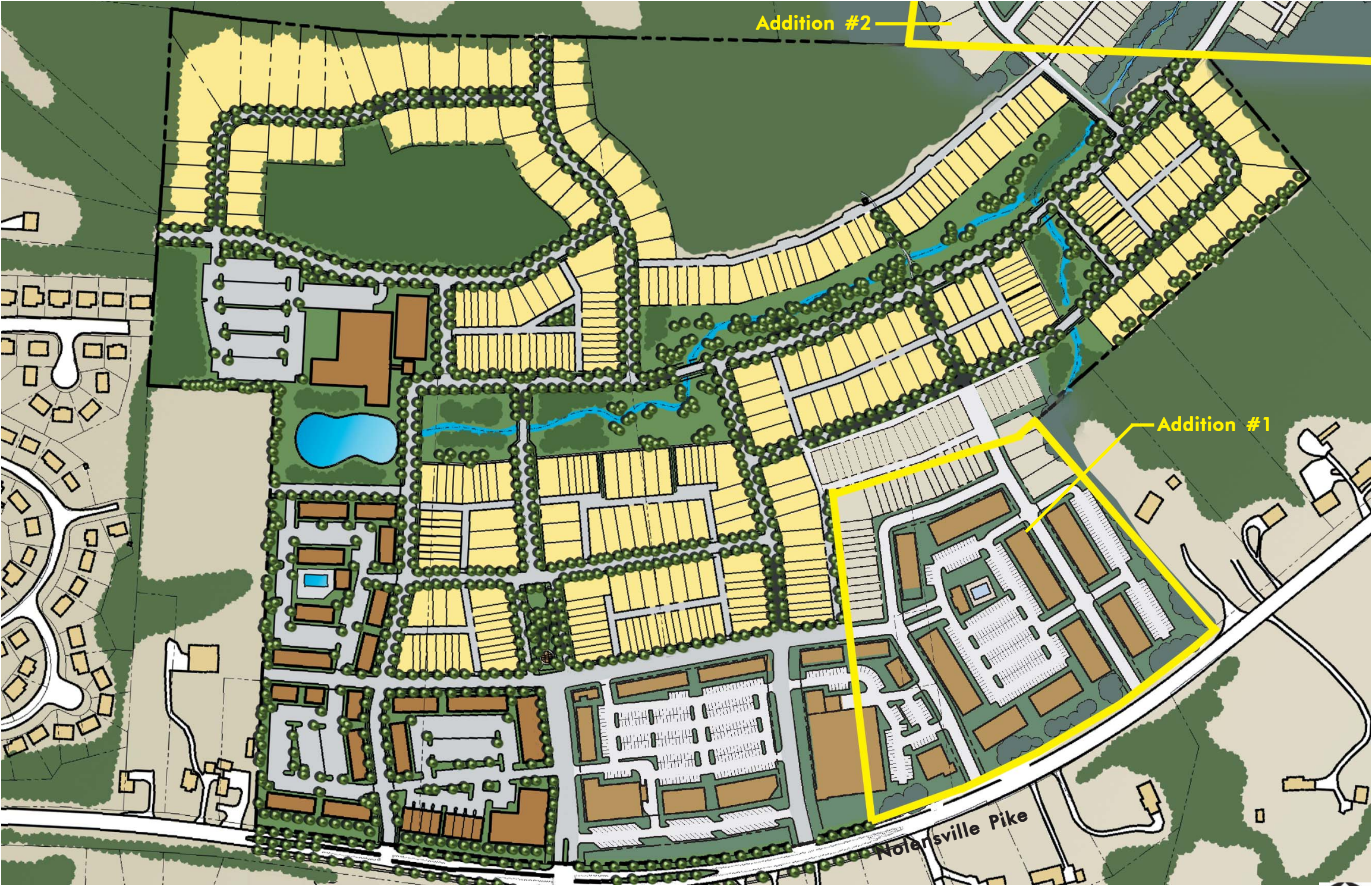
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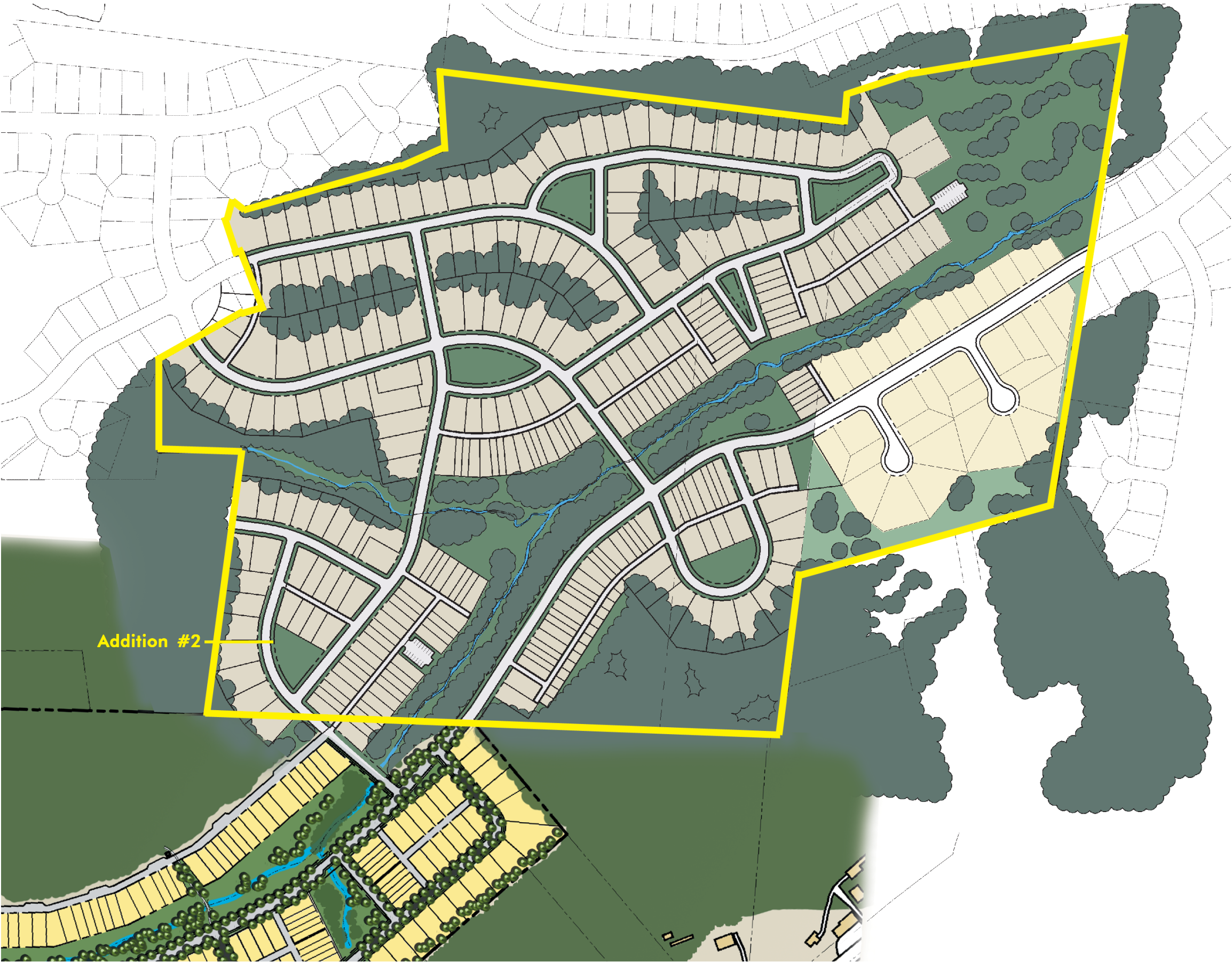
Page # 3



- ### Design Plan - Overview
- Through the Urban Design Overlay, the community will be ensured a level of quality and a sense of community. The intent of the Lenox Village UDO is to provide a comfortable, safe, mixed-use community with emphasis on pedestrian oriented streetscapes, diverse housing options, adequate open space and quality architecture. While subject to these regulations and guidelines within, the plan layout shall be flexible to respond to physical site constraints, end-users' needs, community desires and a changing market. The UDO shall allow for variations in the design of the street and open space network, individual block layout and dispersion of housing types so long that it meets the intent of the regulations and guidelines within.
- More specifically, the UDO and supporting Design Guidelines are intended to:
- Insure the compatible integration of retail, office and institutional uses with residential uses;
 - Insure the compatible integration of a variety of housing types, including single-family homes, townhouses and multi-family, in order to accommodate the housing needs of a diverse population;
 - Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment.
 - Minimize the impact of automobiles into the setting through strategies such as "shared parking," in which adjacent land uses having different peak-hour parking demands can share parking facilities;
 - Minimize the need for vehicles to travel on Nolensville Road, or to travel significant distances on Nolensville Road, by providing neighborhood commercial uses within close proximity to residents;
 - Achieve "traffic calming" benefits through: an integrated street network providing options for traffic flow, the avoidance of excessively wide streets, and the provision of on-street parking.
 - Provide for a variety of strategically-located and carefully-designed public and/or common spaces, including streets, greens and informal open space;
 - Insure the compatibility of buildings with respect to the specific character of their immediate context within this UDO boundary.
 - Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within the Village Center portion of the area.



Design Plan - Overview
Addition #2



Addition #2

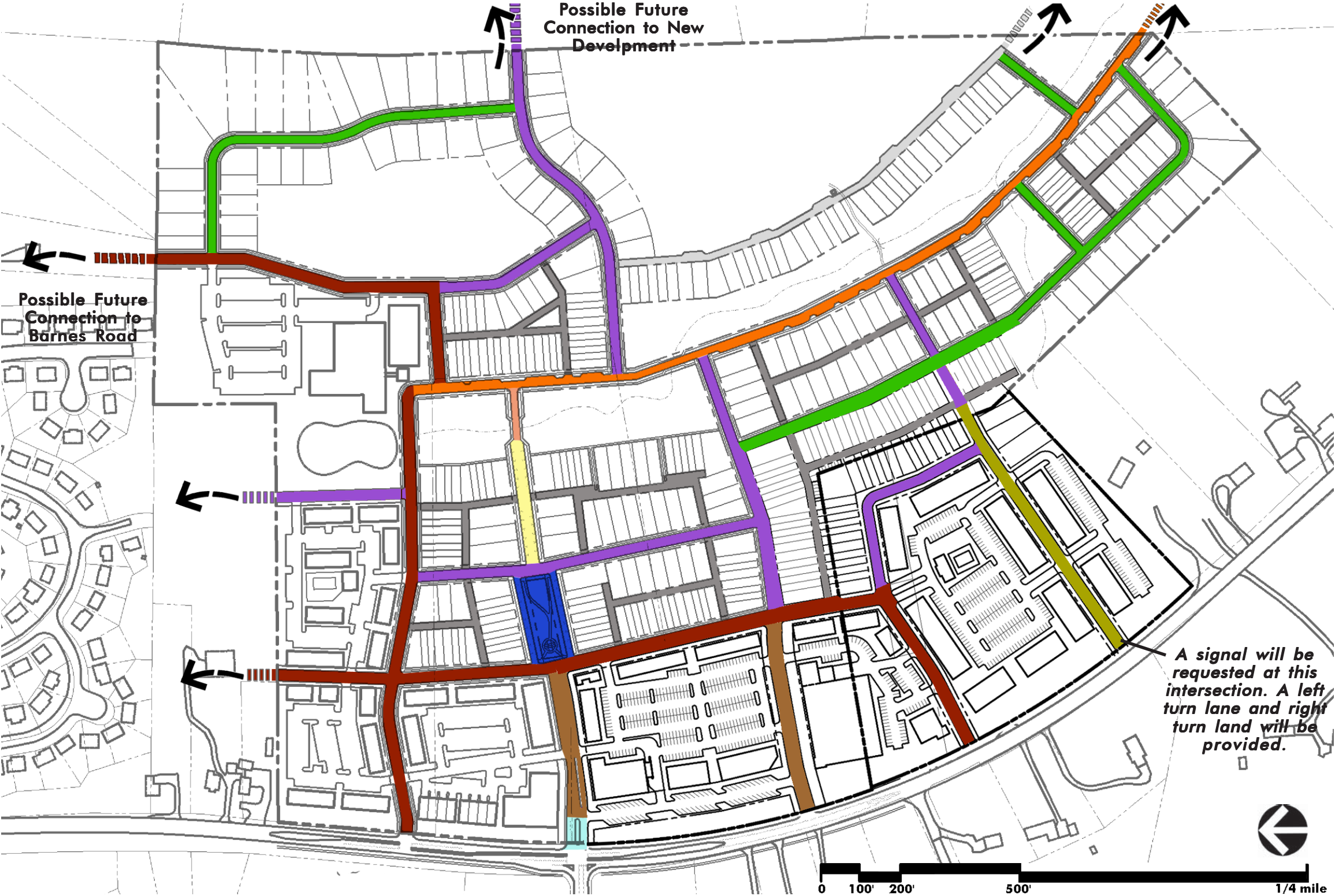


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Design Plan - Street Network

The Lenox Village interconnected street network is designed to disperse automobile traffic while providing multiple entrances and access points for emergency vehicles. A total of 5 access points from Nolensville Pike are proposed. Future street extensions are desired to further disperse traffic and to provide connections to the Village from future developments. All streets and lanes will be deeded to the city as public rights-of-way, and thus will be maintained by Metro Nashville / Davidson County. Alleys shall remain private, with public easement for access and utilities. The alleys will be owned and maintained by a private organization made up of property owners. While Nolensville Pike is not within the UDO boundary, the design is critical to the success of the Village Core. A 30 mph design speed, narrow lanes, a landscaped median, cross walks and on-street parking could allow Nolensville Pike to be integrated into the Village concept. Likewise, this would create a safe and comfortable crossing for Bradford Hills residents and to future commercial development on the west side of Nolensville Pike.

LEGEND

Note: See sheets 6 and 7 for street section design.

- Section "A": Two-Way Street w/Informal Parking
- Section "B": Two-Way Street w/Informal Parking
- Section "C": Two-Way Street w/ Parallel Parking
- Section "D": Two-Way Connector Street w/ Parallel Parking
- Section "E": Two-Way Village Core Angled Parking Street
- Section "F": Village Entry Street
- Section "G": Two-Way Village Core Main Street
- Section "H": Village Green
- Section "I": Two-Way Village Connector Street w/ Parking
- Section "J": Two-Way Street
- Section "K": Two-Way Lane w/ Parallel Parking Bays
- Section "L": Residential Alley
- Section "M": Two-Way Street w/ Parallel Parking

Note: Images on this page are for visual reference only. No architectural designs have been finalized for Lenox Village.

LENOX VILLAGE

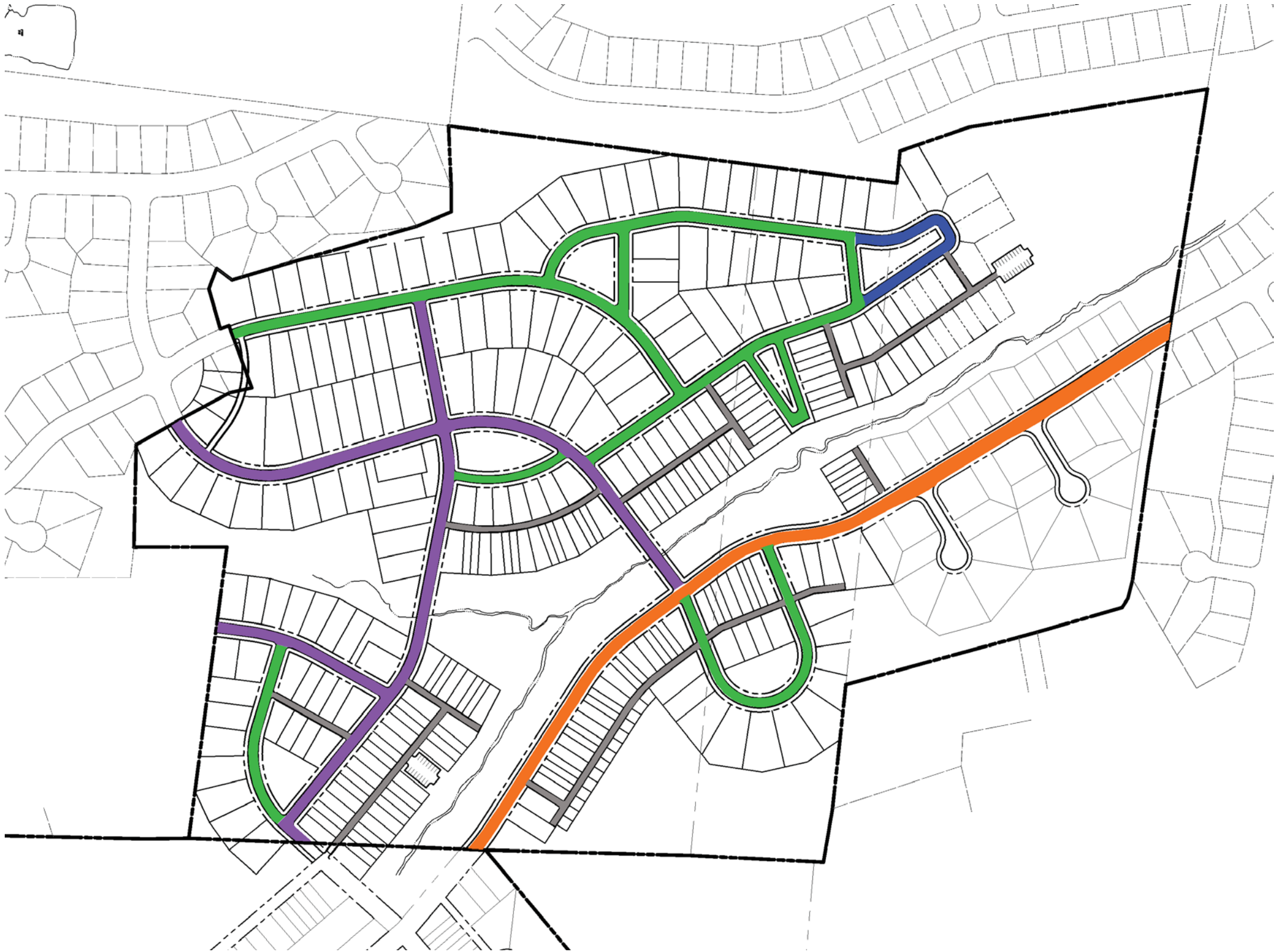
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Design Plan - Street Network
Addition #2



LEGEND

Note: See sheets 6 and 7 for street section design.

- Section "A": Two-Way Street w/Informal Parking
- Section "B": Two-Way Street w/Informal Parking
- Section "C": Two-Way Street w/ Parallel Parking
- Section "D": Two-Way Connector Street w/ Parallel Parking
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- Section "K": Two-Way Lane w/ Parallel Parking Bays
- Section "L": Residential Alley



Street Sections

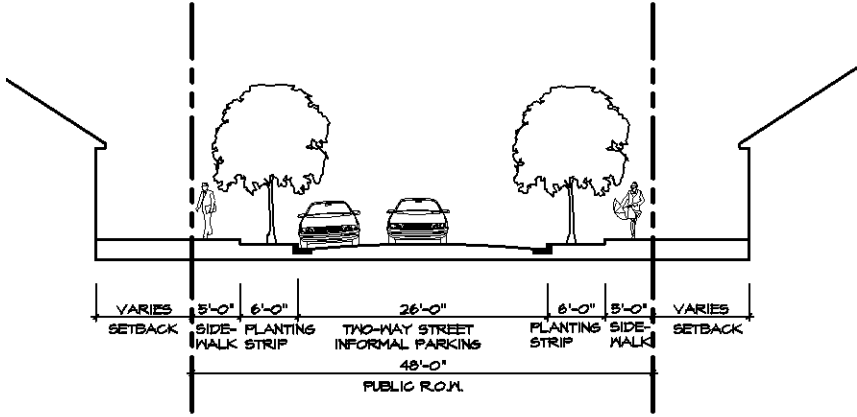
Street/Intersection Design

Each street type in Lenox Village is designed for specific conditions based on projected frequency of traffic, desired parking conditions, the types of uses and intensity of housing along that street, specific physical conditions and to allow for emergency vehicle access. While the Design Plan - Street Network illustrates the desired schematic street layout and design, the plan shall be flexible to respond to physical site conditions, dispersion of building types, community desires and a changing market. The UDO shall allow for variations in the design of the street network, street sections and block layout so long as it meets the intent of the regulations and guidelines within.

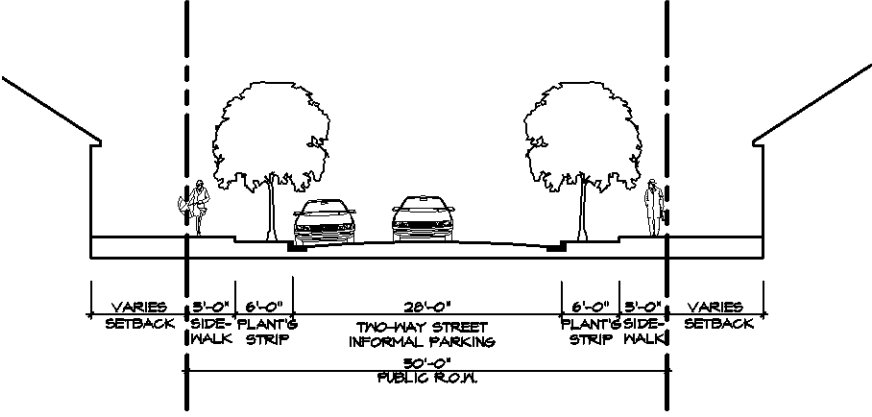
Each intersection should be designed and engineered specifically to allow for a 39' x 9' fire engine to make all possible turns free of parked cars and curbs, based on the following criteria (the desire of this plan is to keep curb radii at a minimum to allow for this):

Curb Radius at street intersections: 5' - 15'
Curb Radius at alley intersections: 5' - 10'
On-street parking - As close to intersection as is consistent with public safety.

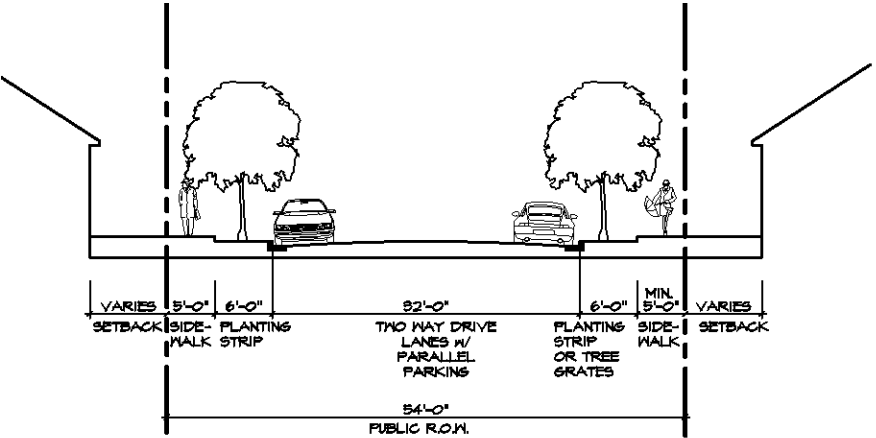
Note: All public streets within the UDO boundary will have a design speed and posted speed of 20 miles per hour . All private alleys within the UDO boundary will have a posted speed of 10 miles per hour.



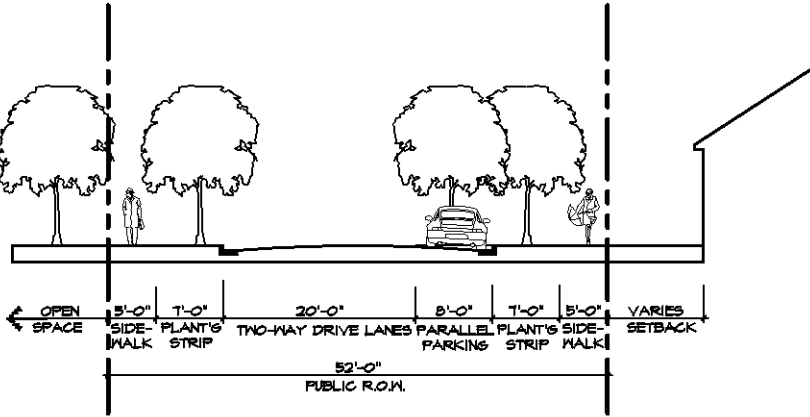
Section "A": Two-Way Street w/Informal Parking



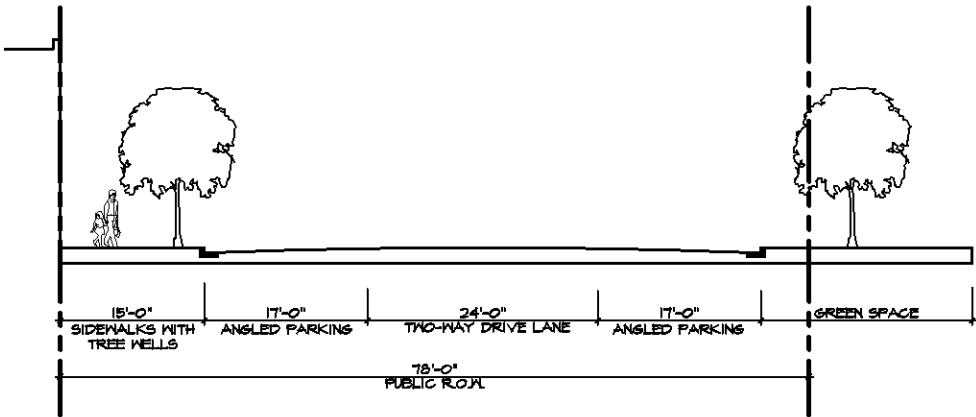
Section "B": Two-Way Street w/Informal Parking



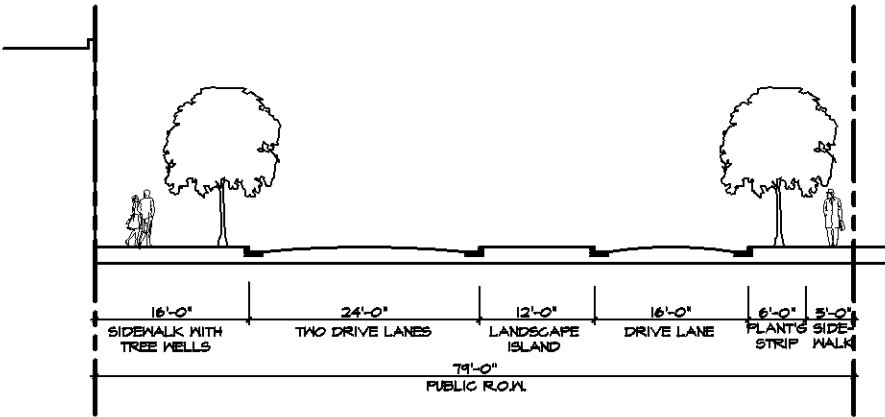
Section "C": Two-Way Street w/ Parallel Parking



Section "D": Two-Way Connector Street w/ Parallel Parking



Section "E": Two-Way Village Core Angled Parking Street



Section "F": Village Entry Street

Refer to Pages #6 & 7 for
Street Network Plans

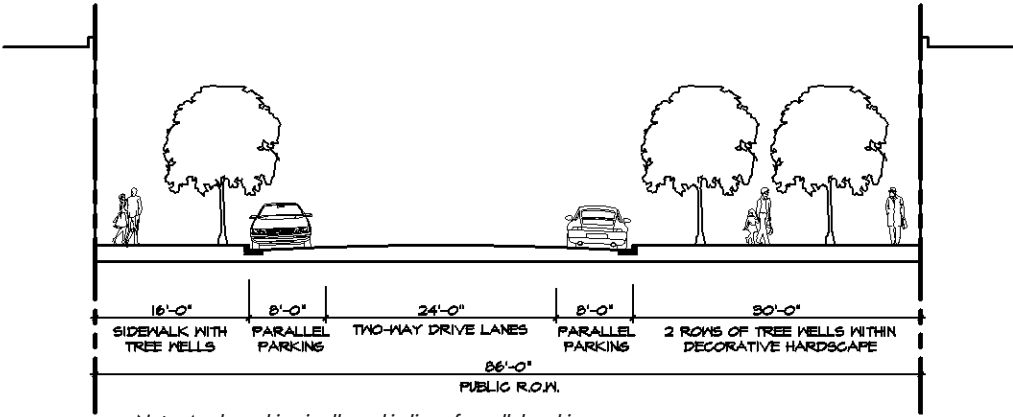
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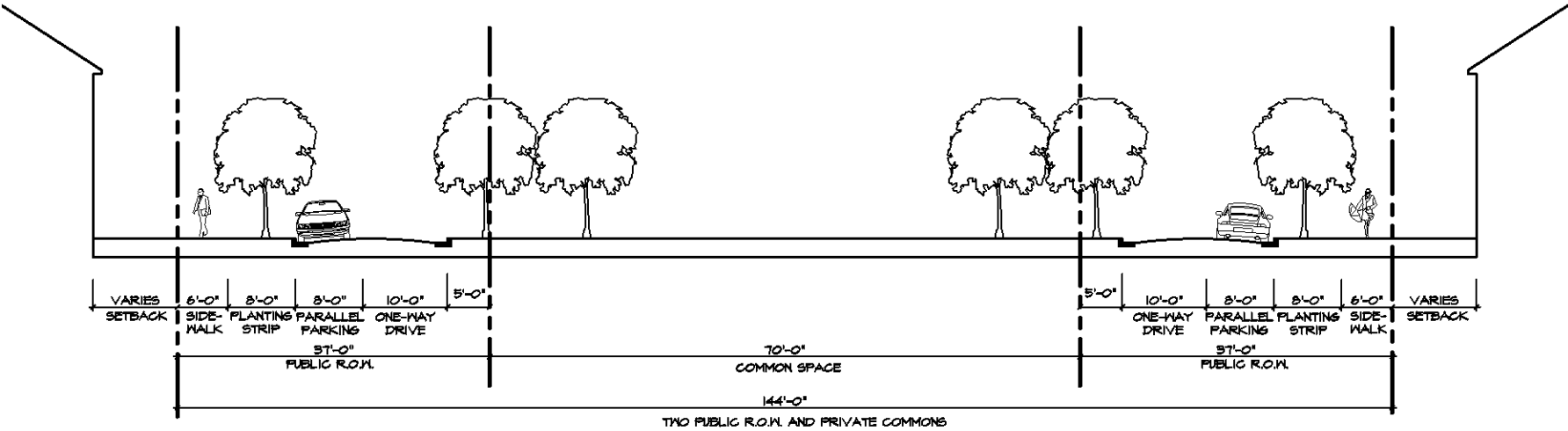
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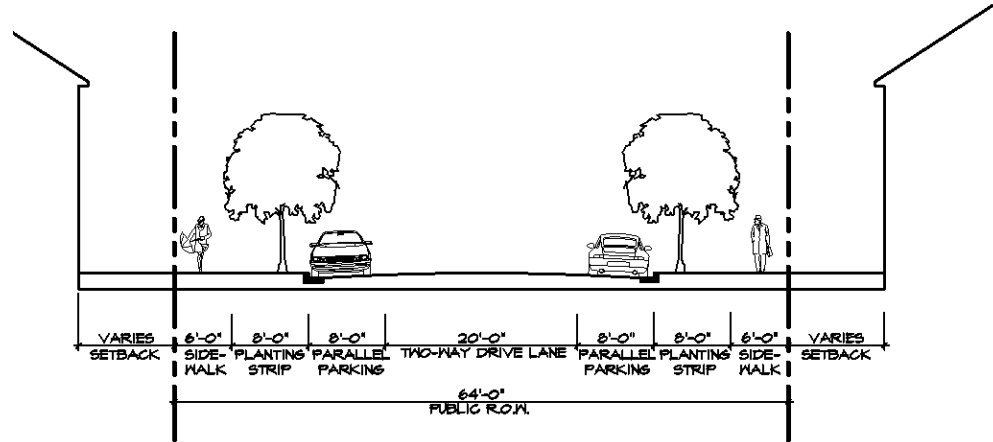
Street Sections (continued)



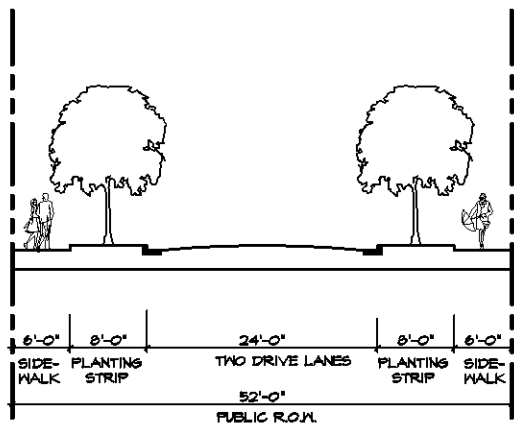
Section "G": Two-Way Village Core Main Street



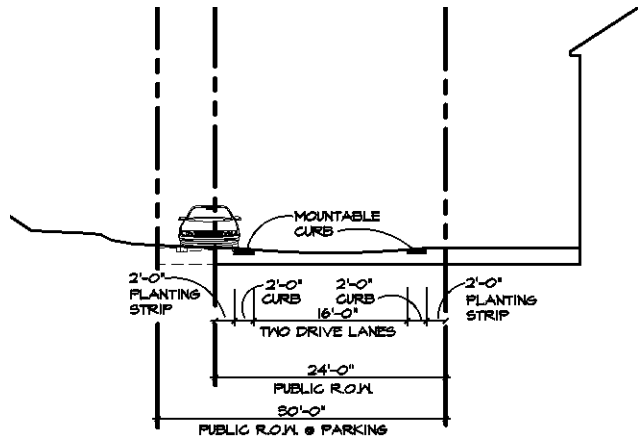
Section "H": Village Green



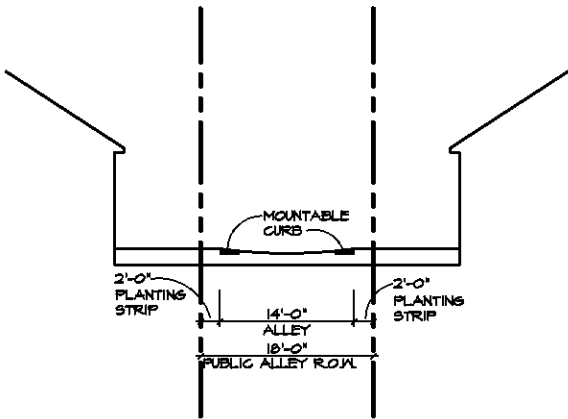
Section "I": Two-Way Village Connector Street w/ Parking



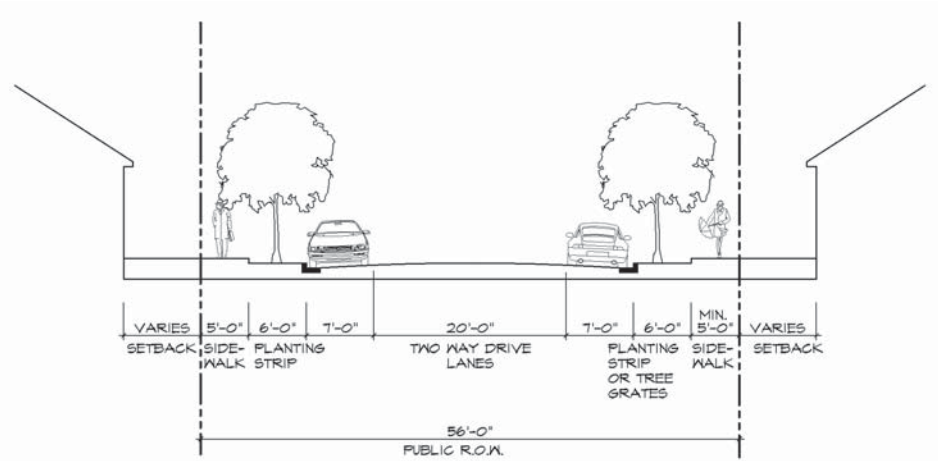
Section "J": Two-Way Street



Section "K": Two-Way Lane w/ Parallel Parking Bays
Note: Community Parking off lane shall be owned and maintained by the homeowners' association.



Section "L": Residential Alley



Section "M": Two-Way Street w/ Parallel Parking

Refer to Pages #6 & 7 for
Street Network Plans

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Design Plan- Open Space and Landscape Buffering

The design of Lenox Village accommodates a variety of formal and informal parks and open spaces as focal points for the community. Generally, streets and parcels should be oriented toward open spaces to encourage safe active use. However, larger, preserved natural areas may occur behind residential parcels. All open spaces shall be owned and maintained by a property owners' organization. Buffers may be common space or on private parcels, and shall be maintained by a property owners' organization or individual property owners, respectively. The following classifications have been included in the Lenox Village Design Plan:

Village Green:
The Village Green shall be a formal park near the village core and along the primary Village entry road. A focal element such as a fountain, gazebo, or public art shall terminate the Village core entry road. Other elements in the Village Green may include a community gathering space, flower gardens, formal and informal landscaping, lawns, paths and benches. The village green might provide a place for a tot-lot, but it shall not be the focal point of the park and it shall be contained with a low fence and landscaping.

Village Commons:
The Village Commons is similar to the Village Green except less formal.

Natural Streamway:
The Natural Streamway shall act as a central spine through Lenox Village and a natural edge along the north/south connector street. The stream should be restored where the farm pond exists, and should be landscaped naturally. Detention areas, and small ponds may be located within the Natural Streamway, but shall be designed to appear as part of the natural landscape. Continuous sidewalks shall extend along streets and lots that directly front onto Natural Streamways. The Natural Streamway may include small built components such as tot-lots, sand volleyball, picnic areas, etc.

Preserved Hillside:
Portions of wooded hillsides should be preserved to provide large natural areas for the public. Construction of trails shall minimize obstruction to rock outcroppings, slopes, vegetation and other natural features.

Neighborhood Green:
Neighborhood Greens are small formal parks within residential areas that shall be provided when other open spaces are not nearby.

Recreation Fields:
While the size of the Lenox Village UDO boundary does not warrant recreation fields for baseball, soccer, basketball, etc.; future expansion and/or connections to future developments might suggest the need for them. While they usually take up large amounts of land, recreation fields should be designed to allow continued interconnectivity of the Village street network.



Wooded hillside areas to be preserved



Natural Streamways to be preserved & restored



Small Neighborhood Greens provide relief



Village Green focal point at core entry road

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**Design Plan- Open Space and
Landscape Buffering
Addition #2**



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Design Plan- Building Typology

Lenox Village is designed as a mixed use community, integrating diverse housing types, retail/restaurant, office and community services. The individual block layouts within this Urban Design Overlay are for illustration purposes only. The Design Plan and distribution of housing typologies shall be flexible to respond to physical site constraints, end-users' needs, community desires and a changing market, so long as they meet the intent of the regulations and guidelines within.

The Village Core is intended to accommodate multi-family housing and commercial uses (allowed by the base zoning) with the opportunity to live or work above. Multi-family housing shall be limited to in and around the Village Core, but shall not be disconnected from the rest of the Village. Townhouses and single family houses shall be dispersed and integrated throughout the community. A maximum of 25% of the total number of Townhouses and Single-Family Detached Houses may have one secondary dwelling. Dispersion of secondary dwellings throughout the community is encouraged. Type VI, Single Family Detached houses with street garage access are generally intended for perimeter lots and lots backing to preserved hillsides. However, when an alley or rear-lane garage access is provided, Type VI is prohibited.

See pages 14 through 20 and the Appendix for regulations and design guidelines associated with each building typology. Bulk standards provided in the Appendix shall supercede the corresponding base zoning bulk standards.

Block Layout:

The following principles should be followed in the layout and distribution of the building typologies and parcels:

- At tee intersections, streets should terminate on axis with a primary building form or architectural feature or on open space.
- On corner lots, architectural features should address both the front and side streets (e.g. corner porches, side porches, bay windows, etc.) and blank side walls should be avoided.
- Key corner lots, axis terminations and other prominent residential parcels should be reserved for custom homes where possible.
- No Townhouse, or single-family detached house should face directly down an alley.
- Common pedestrian passages may be provided between parcels to allow exterior access from front to back of townhouses.

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Design Plan-
Building Typology
Addition #2



LEGEND

- I** Village Core Buildings
- II** Live / Work Buildings
- III** Multi-Family Buildings
- IV** Townhouses - Single Family Attached
- V** Single Family Detached- Rear Access
- VI** Single Family Detached- Street Access
- VII** Civic/ Institutional Buildings
-  Axis Termination/ Focal Point